VILLAGE CENTER ZONING DISTRICT

DESIGN GUIDE

Prepared by the

Frederick County Community Development Division

November 2012

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INTRODUCTION

The goal of this Design Guide is to insure that new development in the Village Center (VC) District is compatible with the physical character of existing development in this zone. The VC zone is typically applied to developed areas at rural crossroads that have served as centers for commerce and community. The character of these developed areas is distinct in Frederick County and is reflective of the different social, cultural, and economic factors that have contributed to the County's historical development. As such, these communities represent a valuable cultural resource and are a significant component of the County's built heritage and should be preserved.

However, VC zoned areas, which have historically functioned as centers for commercial, civic, and social activities, are intended to continue to function as such in the future. Therefore, the following Design Guide is not intended to be an attempt to make a museum of these communities, thus embalming them as relics of the past. Nor is it solely an effort to preserve examples of stylistic excellence in architecture. Rather, the Design Guide reflects an attempt to integrate the preservation of the basic character of these communities with the ability to accommodate growth and future development.

The specific need for a Design Guide emerged from the idea that the implementation of the Village Center Design Standards in the Zoning Ordinance could be enhanced by a companion document that augments the effectiveness of legislation for design. Perhaps the primary obstacle to effective design legislation is the tension between the need to be very specific and definitive in order to achieve a desired outcome, but also to be general and flexible enough to be able to deal with unforeseen circumstances.

It is difficult, if not impossible to create a set of rules that can anticipate all of the situations and conflicts that will surface during the design and construction process. Also, sometimes rules that are intended to prevent bad design can unexpectedly prevent good design. Therefore the use of specific

and highly definitive language, building prototypes, or development patterns as standards can ultimately be an obstacle to good design rather than an assurance.

This issue is especially pertinent considering that the twenty-four Village Center zoned communities throughout the County are different in character. While they're all concentrations of development and have a rural feel, the specific character of each community varies. However the guidelines need to apply across the County to all of these communities.

Therefore, very specific regulations may not be appropriate or applicable everywhere, which implies that regulations which are more general in nature would be appropriate. However, the more general a regulation becomes, typically, the less it will potentially require in terms of meaningful action.

In light of these issues, the strategy employed in this Design Guide is to attempt to find a balance between these two approaches by combining the definitive language of the design standards in the Zoning Ordinance with broader supplemental language and graphics contained in this Design Guide.

The Village Center District Overlay Standards include 13 different design standards. The following Design Guide expands on these standards with supplemental explanations in two forms. First, in the from of graphic illustrations that visually restate the design standard and attempt to provide a bridge between verbal descriptions and intended formal outcomes. Second, in the form of language that attempts to explain the underlying values embodied by each design standard.

Additionally, included with each design standard is information geared toward both implementation and interpretation of the design standard. In terms of format, information about implementation is generally included under the headings "Description" and "Application". Information about interpretation is generally included under the heading "Intent". This format is meant to specifically illustrate the desired manner of implementing a particular design feature while also assuring flexibility by providing information about the general intent for cases where the specific application is not appropriate.

ZONING ORDINANCE (EXCERPT)

§ 1-19-7.500 (C) DESIGN STANDARDS

(1) All new development within the Village Center Zoning District shall incorporate the following design standards in addition to all other applicable requirements of the Zoning Ordinance. New development will use existing development as a guide when determining site development, layout, bulk, and form of proposed structures within the Village Center District. New development should be designed and built to reflect existing neighborhood characteristics including shape, height, massing, roof shapes, and door and window placement and proportions.

(2) The Planning Commission shall consider these standards in its review of all development within the Village Center Zoning District. The concept plan will allow for review of the proposed development in order to ensure consistency with the intent of the standards and the purpose of the VC District. The Planning Commission may not approve development applications that do not comply with the design standards or other requirements of this section.

(3) Site Development and Layout

a. Buildings shall be oriented such that the principal face of the building faces the most dominant adjacent public street as determined by the orientation of existing surrounding structures.

b. Multi-story buildings with commercial use(s) on the ground and lower floors and residential uses on the upper floor(s) are encouraged.

c. Garage and service doors for commercial development shall not be oriented to the dominant adjacent public street. Garage and service doors shall be located to the rear and/or side of buildings allowing for the principal face of the building to remain the dominant public street feature.

d. All equipment and supplies shall be stored, maintained, and repaired outside of the front yard area and within completely enclosed buildings. The Planning Commission may approve outdoor display of products at the time of site development plan review.

e. Parking shall be located to the rear and/or side of buildings. Parking lots shall not create long expanses of empty street frontage.

f. Shared parking is strongly encouraged. The Planning Commission may reduce the minimum parking requirements where the applicant can demonstrate the need for fewer parking spaces due to availability of on-street parking, joint parking, community/shared parking as otherwise provided under §1-19-6.240.

g. Roadside sidewalks shall be provided when sites are developed or redeveloped. Sidewalks linking adjacent parcels along the primary street shall be provided wherever practical.

h. Streets and roadways shall link to existing road networks and follow the established predominant street pattern.

i. Refuse and recycling dumpsters shall be located away from public access areas and may be required to be screened. The most appropriate screening shall be determined at site development plan review with materials reflecting neighborhood characteristics as approved by the Planning Commission.

(4) Building Massing and Bulk

a. The overall form of proposed buildings, such as height, front and side yard setbacks, roof pitch, and length of building frontage shall be similar to the surrounding buildings in order to maintain a consistent pattern and texture in the built environment.

b. Community or institutional buildings may be granted increased height allowances for architectural features that signify the function or importance of the building to the community.

c. Where abutting a public street, townhouse and multi-family structures shall have a maximum width of three dwelling units.

d. Non-residential buildings shall not exceed a maximum footprint of 5,000 square feet except within the growth area communities where the Planning Commission may grant a maximum non -residential building footprint of up to 8,000 square feet. The Planning Commission may increase the maximum footprint above 8,000 square feet within growth area communities where:

1. The increased footprint is compatible with the pattern of or relationship to existing or approved development on adjacent or confronting lots; and
2. The proposed building and site design provide a transition between existing structures on adjacent and confronting lots and the proposed development; and
3. The proposed development results in preservation and integration of historic resources into the development where applicable; and
4. The increased building footprint does not exceed a maximum total of 10,000 square feet; or the increased building footprint is in accordance with county community and corridor plans.

e. The Planning Commission may require changes to building and site design where an increase above 5,000 square feet has been requested, to minimize negative impacts on surrounding properties that may result from the increased footprint. The building and site design changes shall be limited to new construction and may include: location of public access, buffering and

screening, landscaping, lighting, outdoor recreation areas, building location and orientation. The Planning Commission must make a specific finding identifying the negative impacts on surrounding properties where changes to building and site design are required.

f. Building designs shall not include flat roofs, large expanses of undifferentiated façades, and long plain wall sections.

§ 1-19-7.500 (B) (3) SETBACKS.

Front, side, and rear setbacks will be determined based upon the average setbacks for structures located on all lots facing and adjacent to the proposed development, but in no event less than the specific minimum setbacks where provided in § 1-19-6.100. Where facing and adjacent lots are vacant, the setbacks shall be based upon the average setbacks of the nearest structures. Accessory and secondary buildings shall not be utilized to determine principal structure setback averages. Accessory structure setbacks shall be determined as provided for in §§ 1-19-4.300 through 1-19-4.300.1 or § 1-19-8.240, as applicable.

a. Where establishing average setbacks within the Village Center Zoning District:

    1. The Zoning Administrator may approve an increase or decrease in the minimum setback requirements where a specific finding is made that the increase or decrease is consistent with the purpose and intent of the Village Center Zoning District overlay standards in § 1-19 -7.500. In making this determination the Zoning Administrator may approve the elimination of an existing setback where the facing or adjacent setback is found to be significantly inconsistent with other existing setbacks within that Village Center Zoning District.

SUPPLEMENTAL DESIGN GUIDELINES AND ILLUSTRATIONS

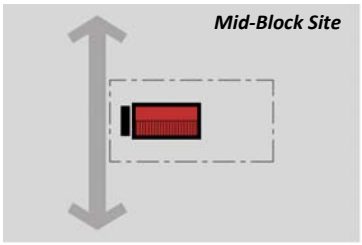
§ 1-19-7.500 (C) Design Standards
(3) Site Development and Layout

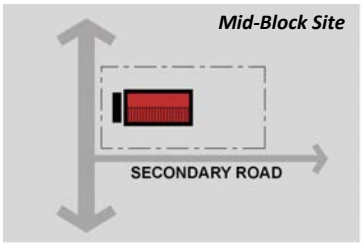
a. BUILDINGS SHALL BE ORIENTED SUCH THAT THE PRINCIPAL FACE OF THE BUILDING FACES THE MOST DOMINANT ADJACENT PUBLIC STREET AS DETERMINED BY THE ORIENTATION OF EXISTING SURROUNDING STRUCTURES.

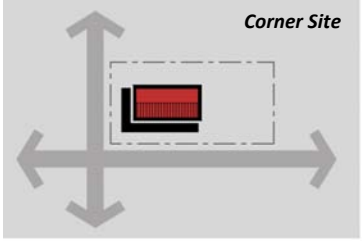
DESCRIPTION

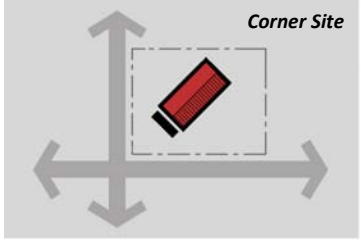
The principal face of a building in the Village Center zone is typically most visible to the most number of people from the dominant adjacent street. It typically receives the most attention in terms of aesthetic design and is often the location of the main building entry. Examples of principal faces on buildings in Village Center Zoned communities are highlighted in the accompanying illustrations.

APPLICATION



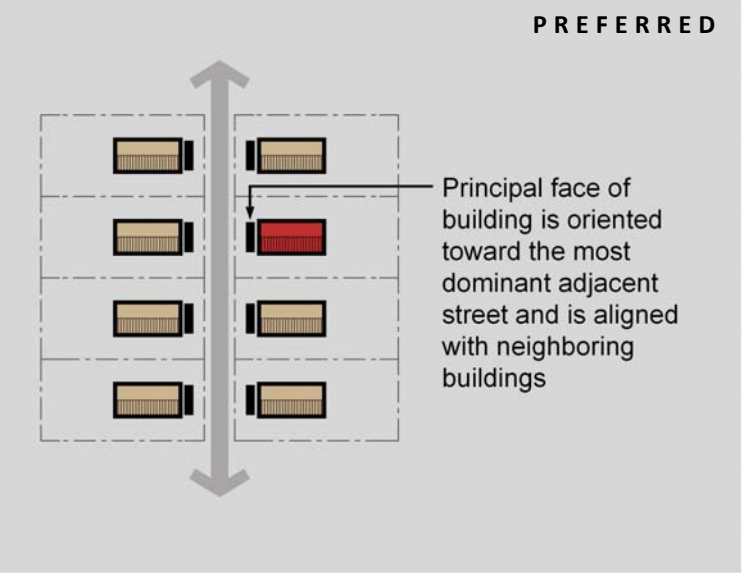






Principal Face
New Building
Dominant Adjacent Street

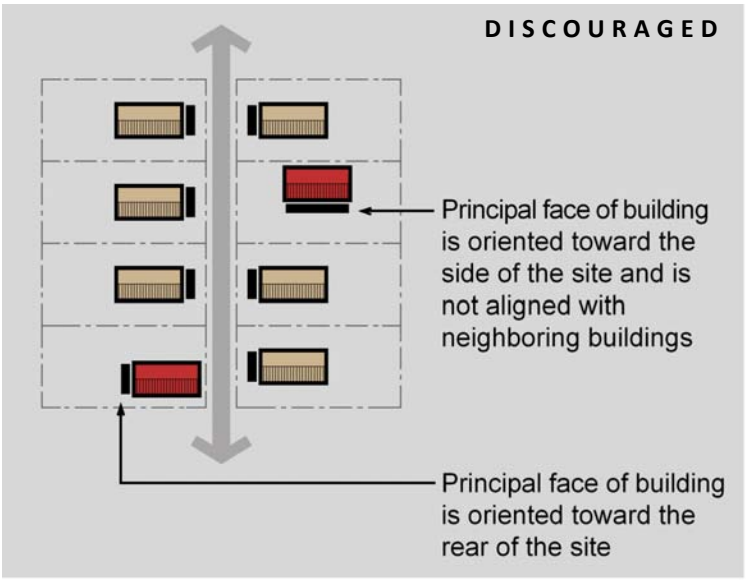
INTENT

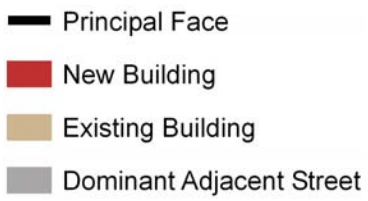


…To reflect the existing development pattern in the VC zone where buildings predominantly face the most dominant adjacent street

…To concentrate community activity along the most dominant adjacent street

…To treat the most dominant adjacent street as a community space that may potentially sustain a range of activities involving commerce and public interaction, as well as pedestrian and vehicular circulation





b. MULTI-STORY BUILDINGS WITH COMMERCIAL USE(S) ON THE GROUND AND LOWER FLOORS AND RESIDENTIAL USES ON THE UPPER FLOOR(S) ARE ENCOURAGED.

DESCRIPTION

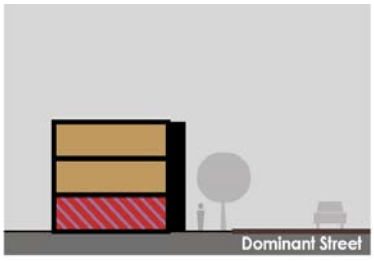
Multi-story buildings in the VC zone that have the mix of uses described above are typically configured such that the commercial component of the building is oriented toward and accessed from the primary street. Shown here are two examples in the VC zoning district.

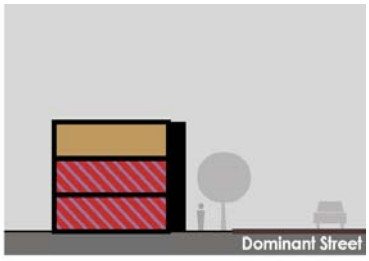
Mixed use building in Creagerstown

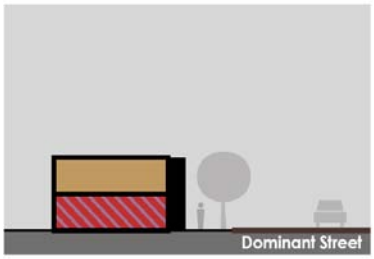
Mixed use building in Wolfsville

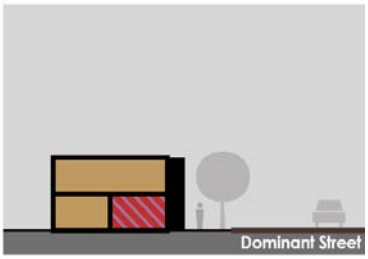
APPLICATION

The diagrammatic sections shown here illustrate possible building configurations.



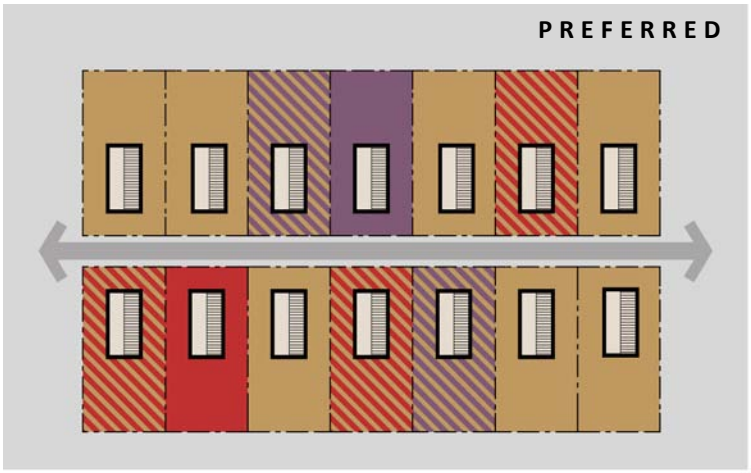


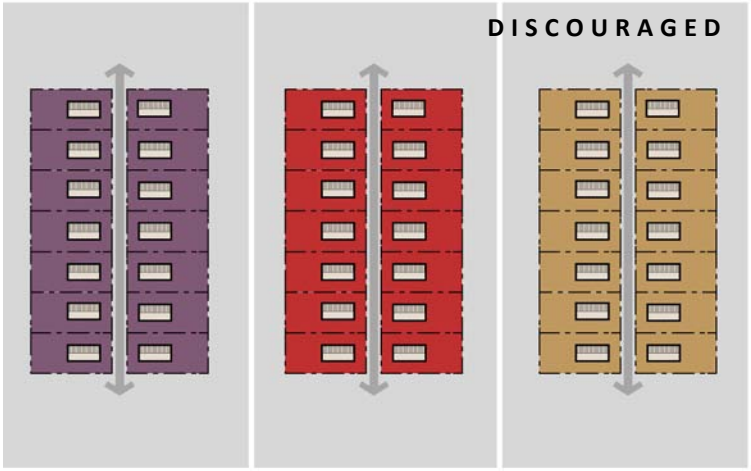




Principal Face
Commercial / Retail
Residential

INTENT





…To provide for the development of a mixture of commercial and residential uses, which reinforces the purpose of the Village Center District

…To continue the mix of people and activities that is characteristic of communities within the VC zone by promoting the development of building types that combine complementary uses

…To provide a range of housing types that will potentially enhance the diversity of the community

- Residential
- Commercial
- Retail
- Residential / Commercial Mix
- Residential / Retail Mix

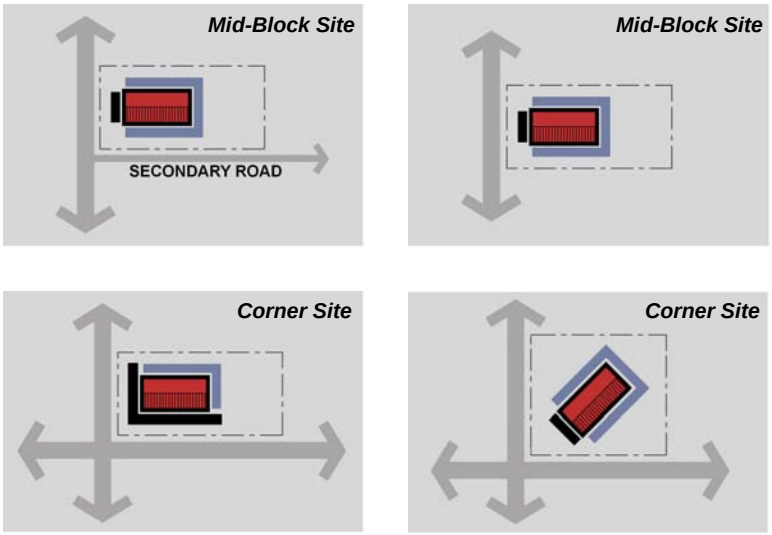
§ 1-19-7.500 (C) Design Standards
(3) Site Development and Layout

C. GARAGE AND SERVICE DOORS FOR COMMERCIAL DEVELOPMENT SHALL NOT BE ORIENTED TO THE DOMINANT ADJACENT PUBLIC STREET. GARAGE AND SERVICE DOORS SHALL BE LOCATED TO THE REAR AND/OR SIDE OF BUILDINGS ALLOWING FOR THE PRINCIPAL FACE OF THE BUILDING TO REMAIN THE DOMINANT PUBLIC STREET FEATURE.

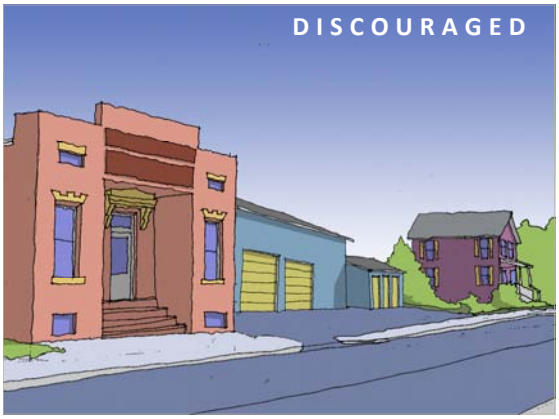
DESCRIPTION

The adjacent sketch shows the stark contrast between a building in the VC zone that was designed such that the garage and service doors are oriented toward the most dominant adjacent street and the more typical pattern of development found in the VC zone.

APPLICATION



INTENT



…To maintain the design characteristics of principal building faces in the VC zone, which are the most prominent and visible faces of buildings and play a key role in determining the character of the community

…To maintain a compatible scale with the majority of development in the VC zone, which is characterized by the orderly, human-scaled, and proportional design of windows and doors on principal building faces

…To prevent the utilitarian and neglected feel projected on the street by locating service doors within view of public or community spaces

…To prevent pedestrian safety hazards caused by frequent crossing of vehicular and pedestrian traffic resulting from vehicles accessing garage doors located in principal building faces

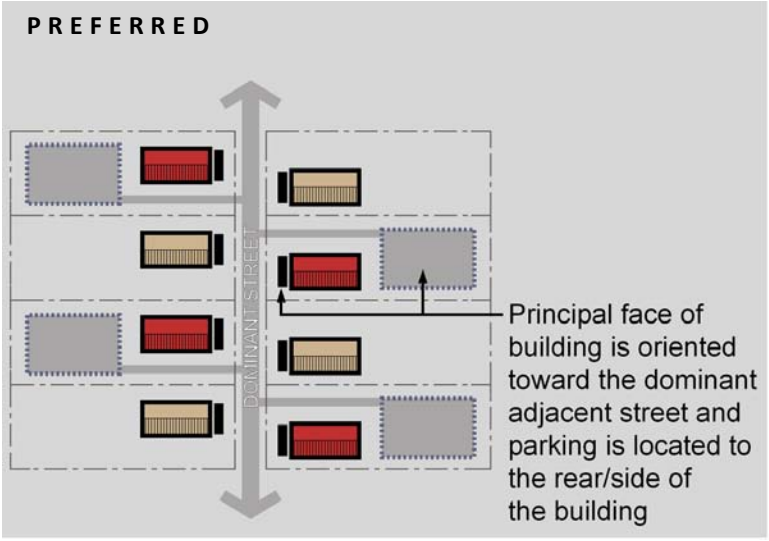
…To encourage entry and window designs, especially at street level, that provide a sense of a life behind the surface of the building and enrich the street experience

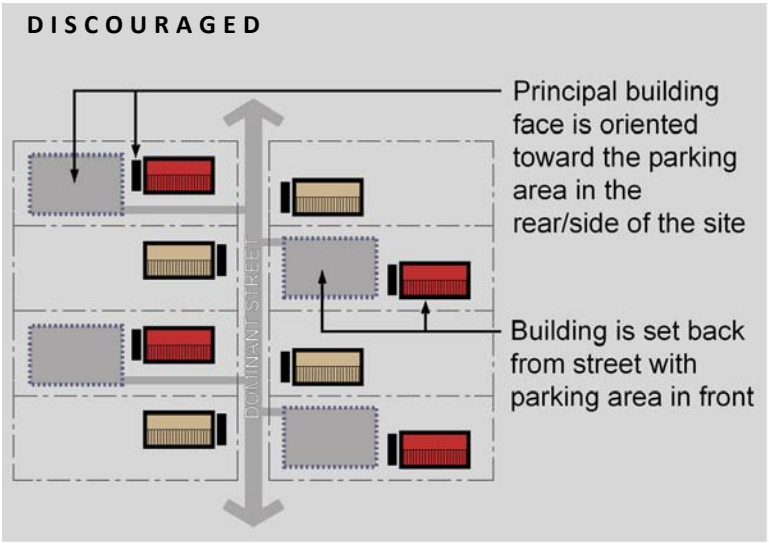
d. ALL EQUIPMENT AND SUPPLIES SHALL BE STORED, MAINTAINED, AND REPAIRED OUTSIDE OF THE FRONT YARD AREA AND WITHIN COMPLETELY ENCLOSED BUILDINGS. THE PLANNING COMMISSION MAY APPROVE OUTDOOR DISPLAY OF PRODUCTS AT THE TIME OF SITE DEVELOPMENT PLAN REVIEW.

e. PARKING SHALL BE LOCATED TO THE REAR AND/OR SIDE OF BUILDINGS. PARKING LOTS SHALL NOT CREATE LONG EXPANSES OF EMPTY STREET FRONTAGE.

DESCRIPTION AND APPLICATION

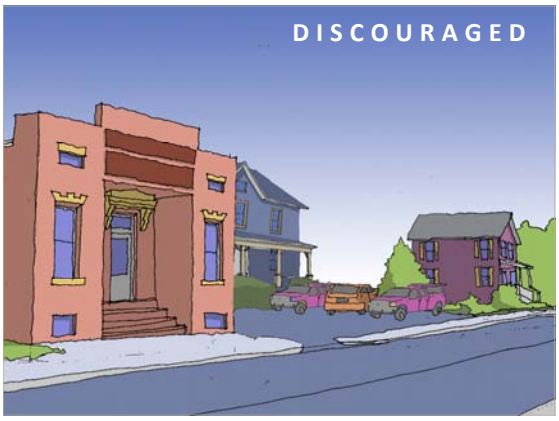
Empty street frontage can be caused either by empty space, such as when parking lots abut the dominant adjacent street and buildings locate away from the street, or by architecturally blank building facades, which occurs when buildings orient to the rear of the site adjacent to parking areas.





INTENT

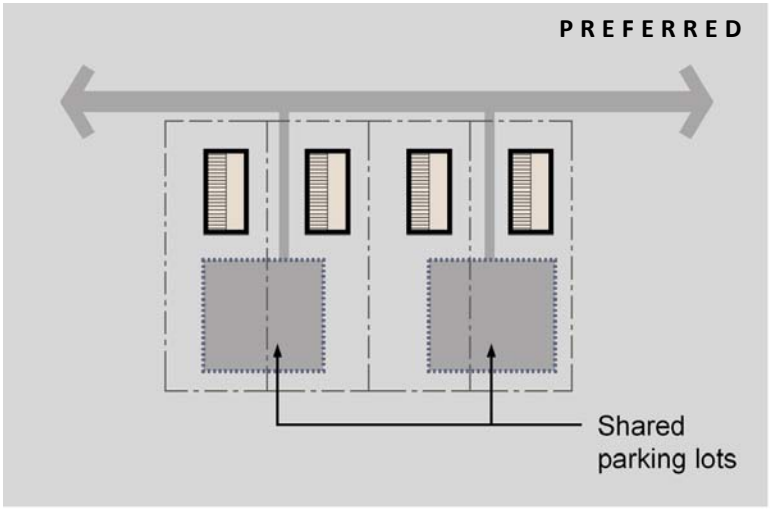
…To preserve the existing sense of enclosure that is experienced from the street and community spaces of VC zoned communities by minimizing the impact of conventional automobile oriented development, which typically results in large parking lots abutting public streets and businesses that are set far back from the street

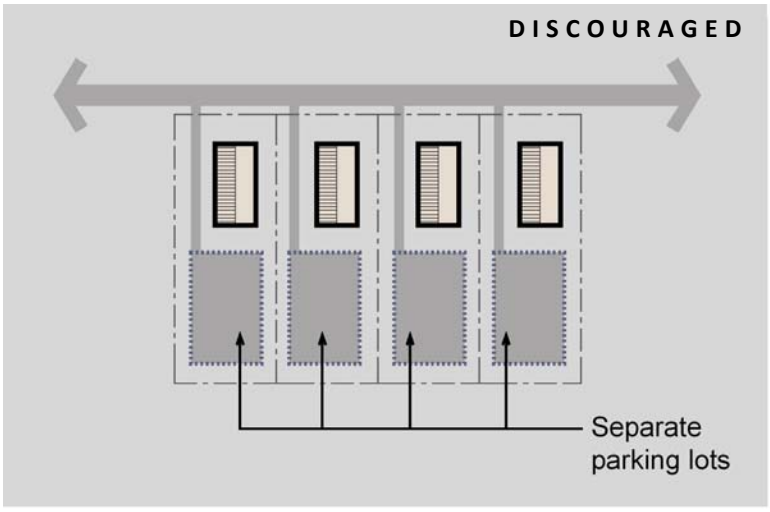


…To prevent the tendency of buildings to orient away from the dominant adjacent street when parking is located to the rear and or/side of the building, which is not characteristic of VC zoned communities

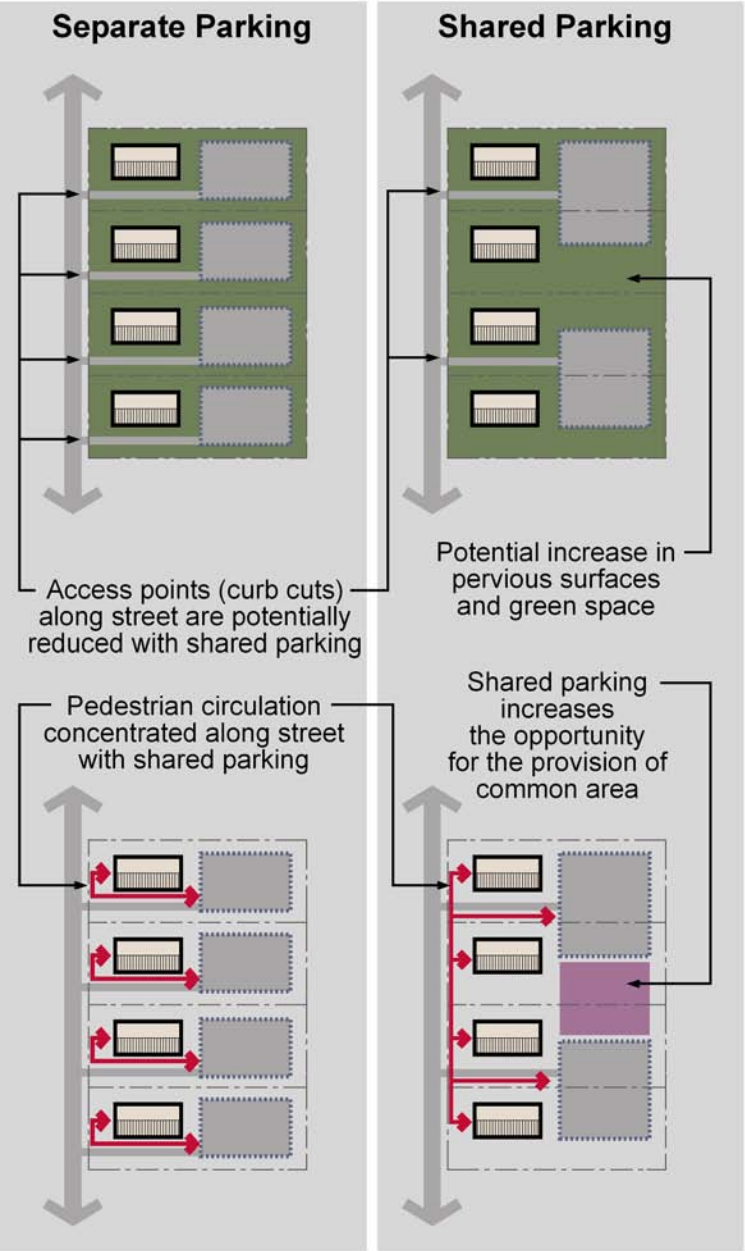
f. SHARED PARKING IS STRONGLY ENCOURAGED. THE PLANNING COMMISSION MAY REDUCE THE MINIMUM PARKING REQUIREMENTS WHERE THE APPLICANT CAN DEMONSTRATE THE NEED FOR FEWER PARKING SPACES DUE TO AVAILABILITY OF ON-STREET PARKING, JOINT PARKING, COMMUNITY/SHARED PARKING AS OTHERWISE PROVIDED UNDER §1-19-6.240.

DESCRIPTION AND APPLICATION





INTENT



…To minimizing the area required for parking and reducing the total amount of paved ground surface in the community

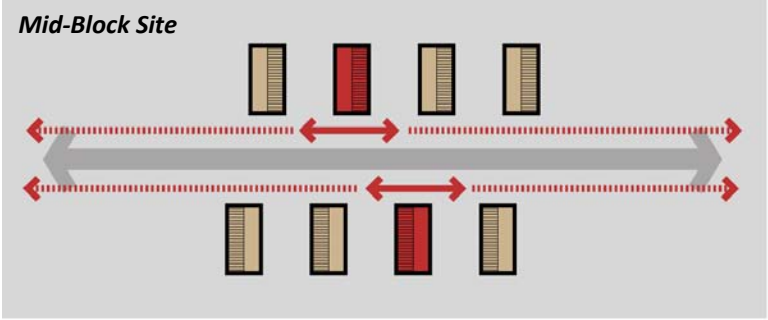
…To reduce traffic and increase pedestrian activity along the street by providing shared parking which can result in people parking in a single location and walking to multiple destinations along the street instead of making vehicular trips for each separate destination.

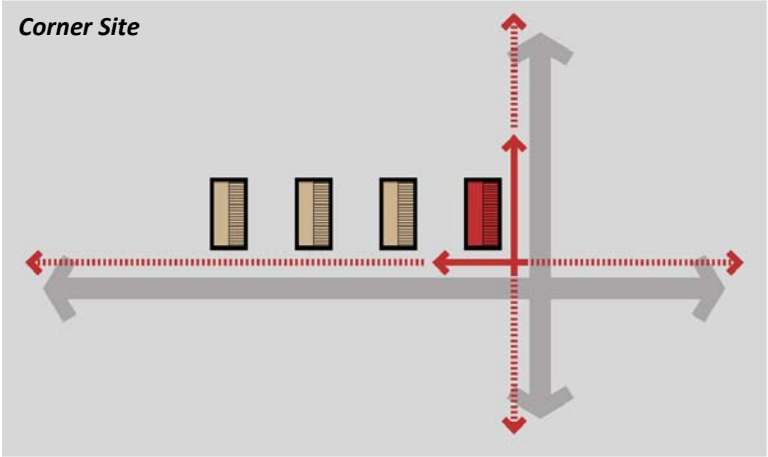
… To enhance the character and safety of the street for pedestrians by reducing the number of curb cuts along the street for vehicular access to parking areas

…To encourage the provision of public and community spaces through shared parking arrangements

g. ROADSIDE SIDEWALKS SHALL BE PROVIDED WHEN SITES ARE DEVELOPED OR REDEVELOPED. SIDEWALKS LINKING ADJACENT PARCELS ALONG THE PRIMARY STREET SHALL BE PROVIDED WHEREVER PRACTICAL.

DESCRIPTION AND APPLICATION



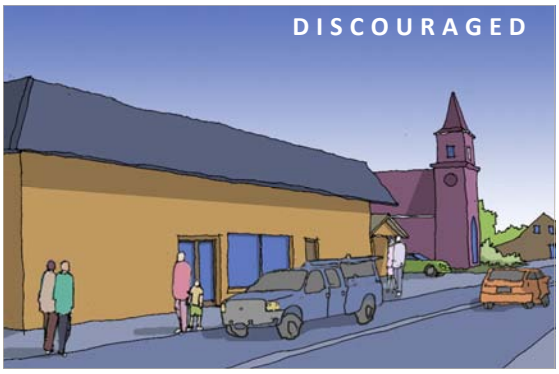


New Building
Existing Building
New Sidewalk
Existing or Potential Future Sidewalk
Dominant Adjacent Street

INTENT

…To insure a safe walking environment for pedestrians by providing adequate sidewalks

…To provide a walking environment that allows people to meet, walk at different paces without a creating a sense of crowding, and obtain access to abutting businesses

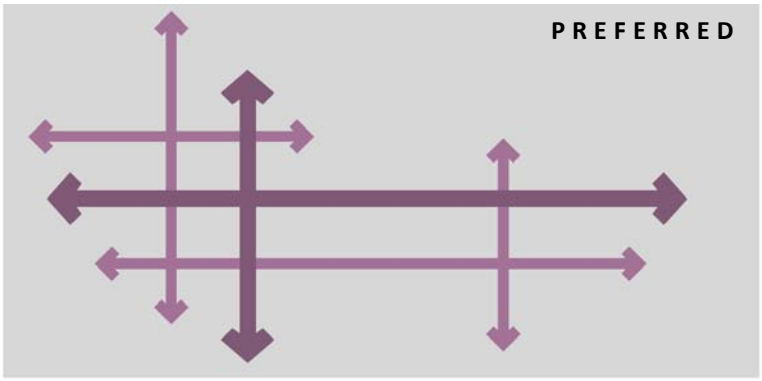


§ 1-19-7.500 (C) Design Standards
(3) Site Development and Layout

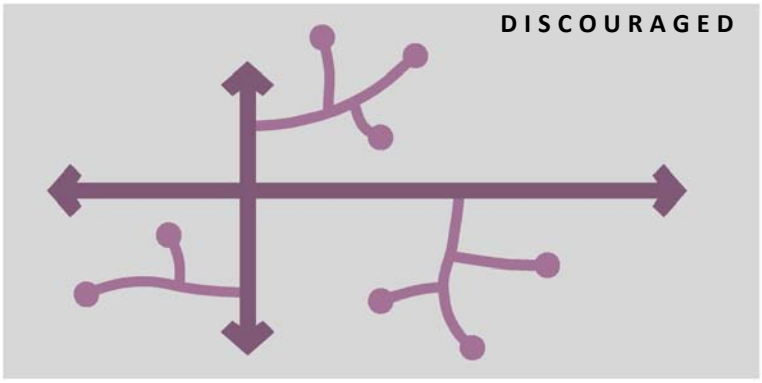
h. STREETS AND ROADWAYS SHALL LINK TO EXISTING ROAD NETWORKS AND FOLLOW THE ESTABLISHED PREDOMINANT STREET PATTERN.

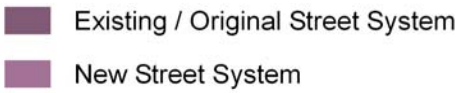
DESCRIPTION AND APPLICATION

Grid development pattern replicates the established predominant street pattern



Cul-de-sac development pattern does not replicate the established predominant street pattern





INTENT

…To insure a pattern of growth that continues and extends the road network already established in VC zoned communities

…To prevent the development of cul-de-sacs, (except where needed due to topographic constraints), in order to maintain the accessibility that is a hallmark feature of Village Center zoned communities by virtue of their location at the intersection of major roads

…To integrate existing cul-de-sacs into grid street systems in order to maintain the original interconnected crossroads pattern of street layout existing in VC zoned communities where appropriate

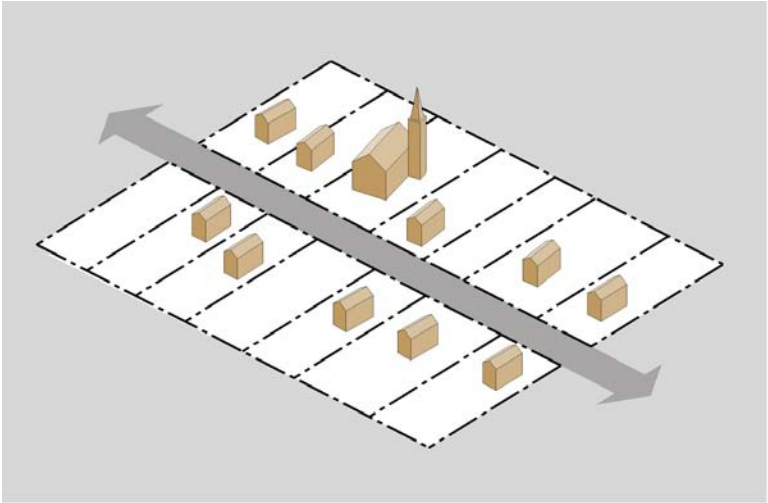
§ 1-19-7.500 (C) Design Standards
(4) Building Massing and Bulk

a. THE OVERALL FORM OF PROPOSED BUILDINGS, SUCH AS HEIGHT, FRONT AND SIDE YARD SETBACKS, ROOF PITCH, AND LENGTH OF BUILDING FRONTAGE SHALL BE SIMILAR TO THE SURROUNDING BUILDINGS IN ORDER TO MAINTAIN A CONSISTENT PATTERN AND TEXTURE IN THE BUILT ENVIRONMENT.

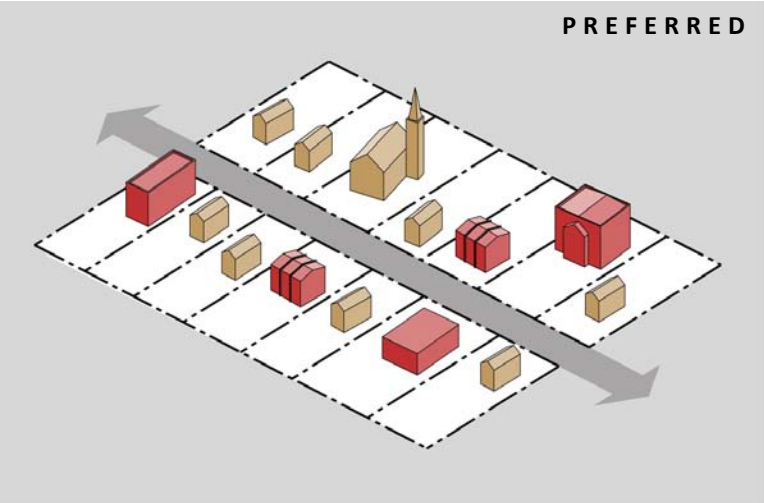
b. COMMUNITY OR INSTITUTIONAL BUILDINGS MAY BE GRANTED INCREASED HEIGHT ALLOWANCES FOR ARCHITECTURAL FEATURES THAT SIGNIFY THE FUNCTION OR IMPORTANCE OF THE BUILDING TO THE COMMUNITY.

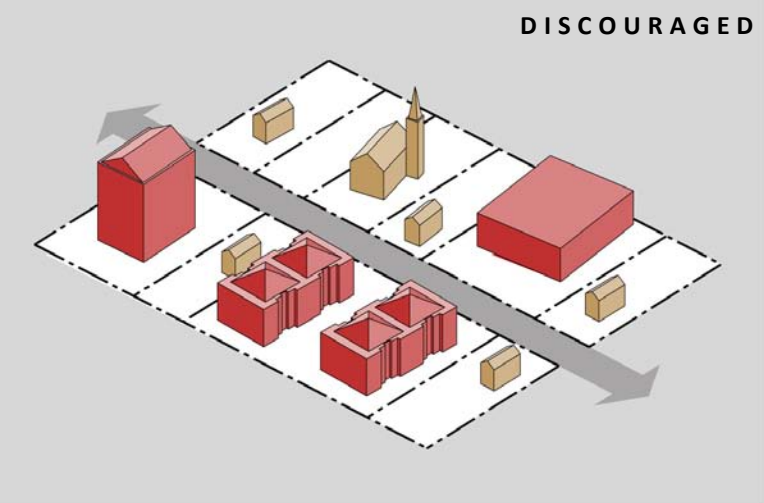
DESCRIPTION AND APPLICATION

Existing Village Center Zoned communities are characterized by a consistent scale and pattern of buildings.



INTENT





…To protect the existing visual integrity of VC zoned communities by preserving the existing pattern of bulk and massing of buildings, as expressed in the general uniformity of size, height, and setback from building to building

…To prevent the unbalanced feel that can result from unrelated breaks in the established pattern of building massing and bulk

…To allow some breaks for architectural features of significance in the general consistency between buildings in terms of size, height and setbacks to provide focus, interest, and visual contrast while continuing to maintain a sense of overall visual unity

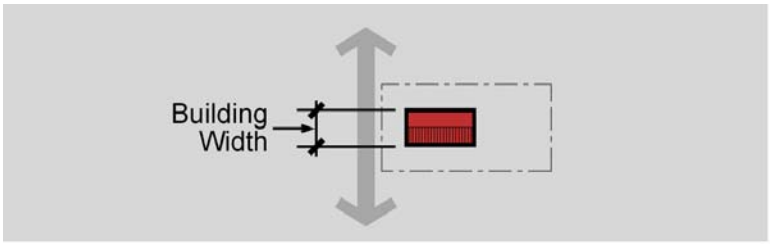
New Building

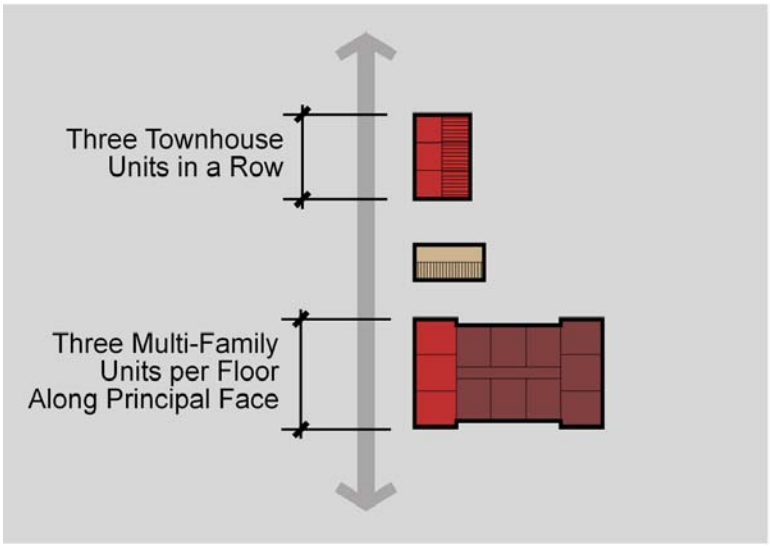
Existing Building

Dominant Adjacent Street

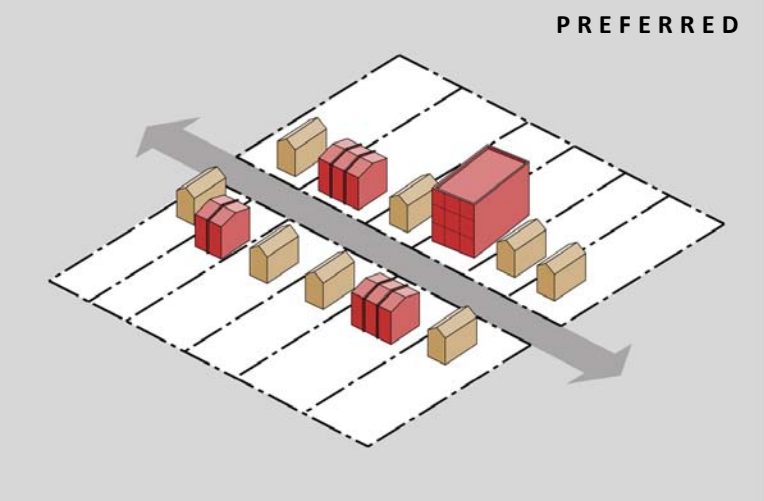
C. WHERE ABUTTING A PUBLIC STREET, TOWNHOUSE AND MULTI-FAMILY STRUCTURES SHALL HAVE A MAXIMUM WIDTH OF THREE DWELLING UNITS.

DESCRIPTION



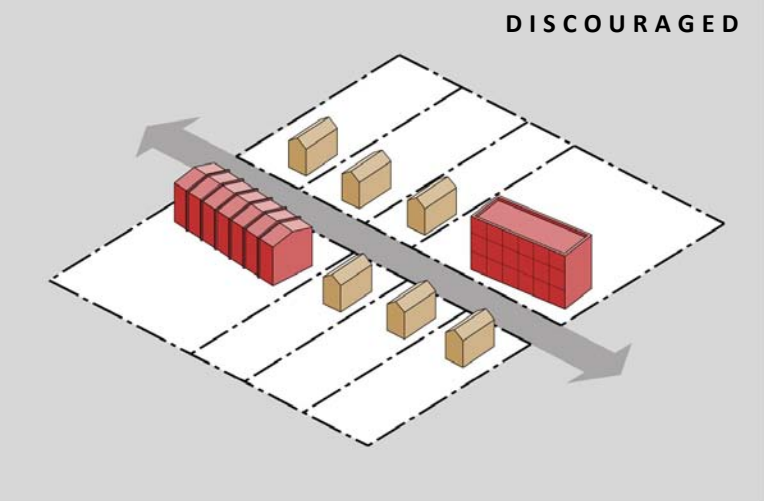


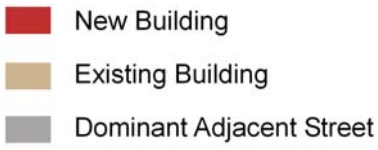
APPLICATION AND INTENT



…To preserve the existing pattern in VC zoned communities of detached, relatively small-scale buildings that are similar in size and organized in clusters along dominant streets

…To maintain the existing sense of built density, which is characterized by concentration of development that tends to be detached and somewhat rural in character rather than continuous and urban in character





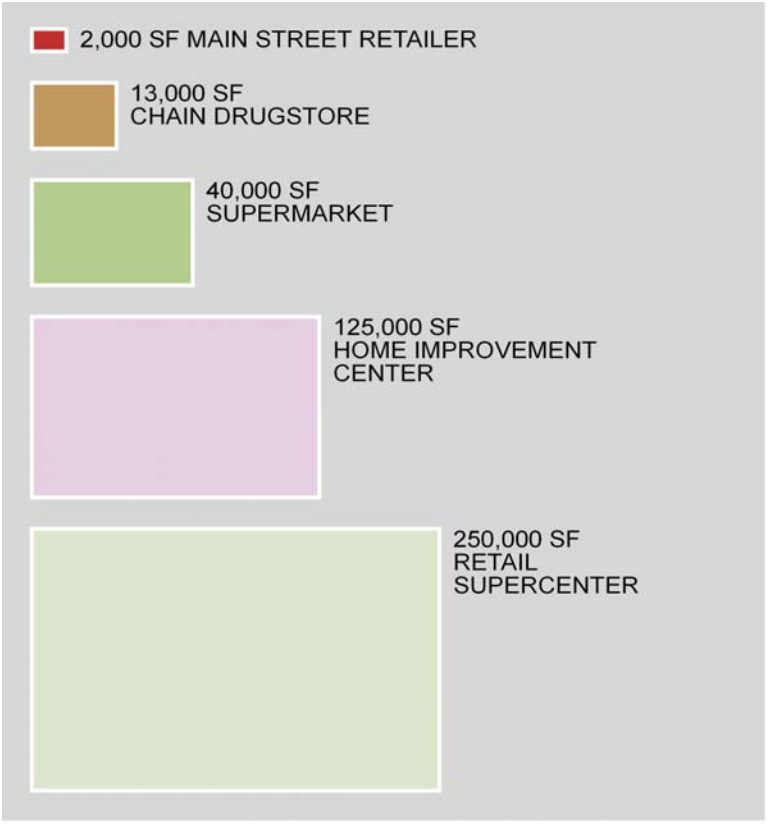
§ 1-19-7.500 (C) Design Standards
(4) Building Massing and Bulk

d. NON-RESIDENTIAL BUILDINGS SHALL NOT EXCEED A MAXIMUM FOOTPRINT OF 5,000 SQUARE FEET EXCEPT WITHIN THE GROWTH AREA COMMUNITIES WHERE THE PLANNING COMMISSION MAY GRANT A MAXIMUM NON-RESIDENTIAL BUILDING FOOTPRINT OF UP TO 8,000 SQUARE FEET. THE PLANNING COMMISSION MAY INCREASE THE MAXIMUM FOOTPRINT ABOVE 8,000 SQUARE FEET WITHIN GROWTH AREA COMMUNITIES WHERE:

1. **THE INCREASED FOOTPRINT IS COMPATIBLE WITH THE PATTERN OF OR RELATIONSHIP TO EXISTING OR APPROVED DEVELOPMENT ON ADJACENT OR CONFRONTING LOTS; AND**
2. **THE PROPOSED BUILDING AND SITE DESIGN PROVIDE A TRANSITION BETWEEN EXISTING STRUCTURES ON ADJACENT AND CONFRONTING LOTS AND THE PROPOSED DEVELOPMENT; AND**
3. **THE PROPOSED DEVELOPMENT RESULTS IN PRESERVATION AND INTEGRATION OF HISTORIC RESOURCES INTO THE DEVELOPMENT WHERE APPLICABLE; AND**
4. **THE INCREASED BUILDING FOOTPRINT DOES NOT EXCEED A MAXIMUM TOTAL OF 10,000 SQUARE FEET; OR THE INCREASED BUILDING FOOTPRINT IS IN ACCORDANCE WITH COUNTY COMMUNITY AND CORRIDOR PLANS.**

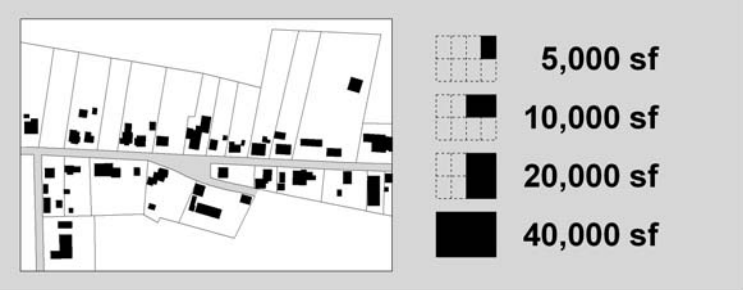
Existing buildings in the Village Center zone typically fall into this range of square footage.

DESCRIPTION



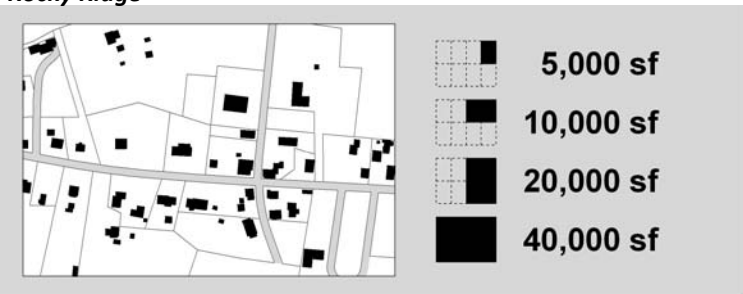
DESCRIPTION AND INTENT

Urbana

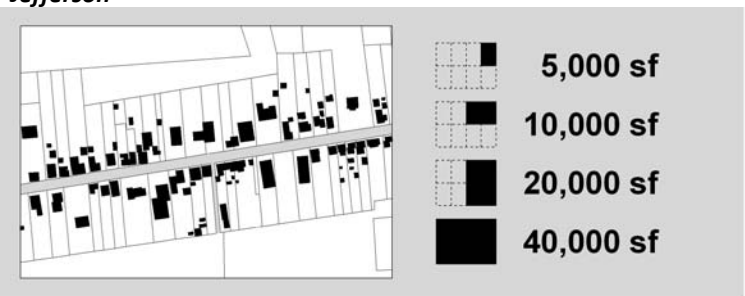


…To preserve the existing pattern of size and scale of commercial buildings in the Village Center Zone by preventing the development of large format commercial and retail buildings

Rocky Ridge



Jefferson



The diagrams to the left compare the typical pattern of building footprint size in several VC zoned communities, shown in the maps, with a range of hypothetical building footprint areas, illustrated by the series of boxes. As is apparent, buildings in the VC zone typically fall into the lower range of building footprint size.

Sabillasville

§ 1-19-7.500 (C) Design Standards
(4) Building Massing and Bulk

f. BUILDING DESIGNS SHALL NOT INCLUDE FLAT ROOFS, LARGE EXPANSES OF UNDIFFERENTIATED FAÇADES, AND LONG PLAIN WALL SECTIONS.

DESCRIPTION

Examples of building designs with flat roofs, undifferentiated facades, and long plain wall sections.

APPLICATION

INTENT

…To promote building designs that are compatible with the existing architecture to preserve the general look and feel of the community

…To promote buildings that achieve compatibility with the existing architecture through the creative use of different combinations of complimentary design elements such as materials, color, cornice lines, building size, window openings, details, entrances, bay windows, porches, overhangs, shadow lines, downspouts, etc., rather than simply copying existing historic styles or employing outdated building techniques

…To maintain the existing sense of visual complexity and craftsmanship in building design that engages interest and visual attention

§ 1-19-7.500 (B) Application
(3) Setbacks

FRONT, SIDE, AND REAR SETBACKS WILL BE DETERMINED BASED UPON THE AVERAGE SETBACKS FOR STRUCTURES LOCATED ON ALL LOTS FACING AND ADJACENT TO THE PROPOSED DEVELOPMENT, BUT IN NO EVENT LESS THAN THE SPECIFIC MINIMUM SETBACKS WHERE PROVIDED IN § 1-19-6.100. WHERE FACING AND ADJACENT LOTS ARE VACANT, THE SETBACKS SHALL BE BASED UPON THE AVERAGE SETBACKS OF THE NEAREST STRUCTURES. ACCESSORY AND SECONDARY BUILDINGS SHALL NOT BE UTILIZED TO DETERMINE PRINCIPAL STRUCTURE SETBACK AVERAGES. ACCESSORY STRUCTURE SETBACKS SHALL BE DETERMINED AS PROVIDED FOR IN §§ 1-19-4.300 THROUGH 1-19-4.300.1 OR § 1-19-8.240, AS APPLICABLE.

(a) WHERE ESTABLISHING AVERAGE SETBACKS WITHIN THE VILLAGE CENTER ZONING DISTRICT:

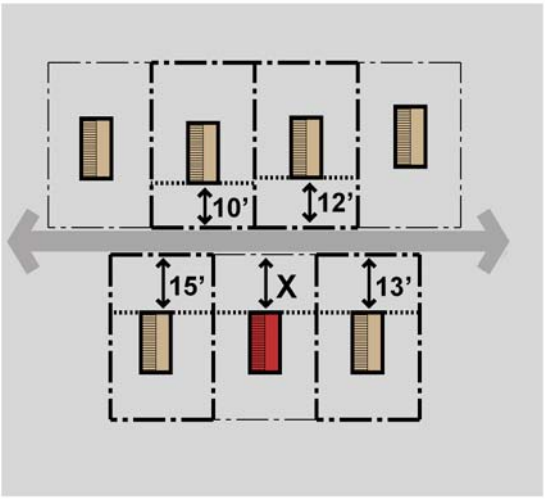
1. THE ZONING ADMINISTRATOR MAY APPROVE AN INCREASE OR DECREASE IN THE MINIMUM SETBACK REQUIREMENTS WHERE A SPECIFIC FINDING IS MADE THAT THE INCREASE OR DECREASE IS CONSISTENT WITH THE PURPOSE AND INTENT OF THE VILLAGE CENTER ZONING DISTRICT OVERLAY STANDARDS IN § 1-19-7.500. IN MAKING THIS DETERMINATION THE ZONING ADMINISTRATOR MAY APPROVE THE ELIMINATION OF AN EXISTING SETBACK WHERE THE FACING OR ADJACENT SETBACK IS FOUND TO BE SIGNIFICANTLY INCONSISTENT WITH OTHER EXISTING SETBACKS WITHIN THAT VILLAGE CENTER ZONING DISTRICT.

EXAMPLE 1

$$X = \frac{(10' + 15' + 12' + 13')}{4}$$

$$X = \frac{(50')}{4}$$

$$X = 12' 6''$$



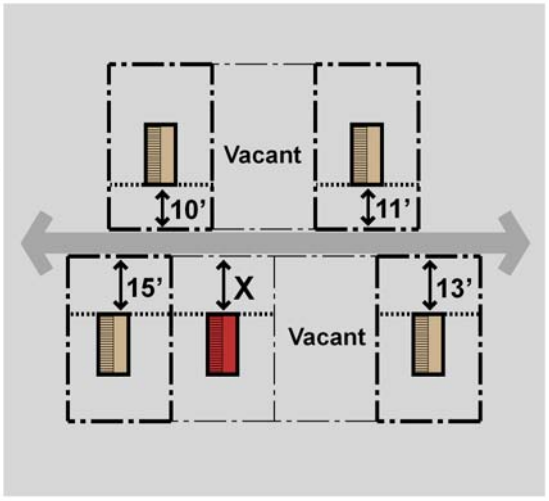
New Building
Existing Building
Dominant Adjacent Street

EXAMPLE 2

$$X = \frac{(15'+10'+11'+13')}{4}$$

$$X = \frac{(49')}{4}$$

$$X = 12'\ 3''$$

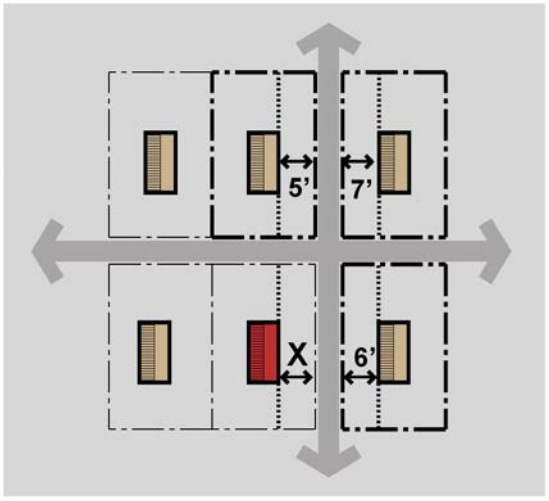


EXAMPLE 3

$$X = \frac{(5'+7'+6')}{3}$$

$$X = \frac{(18')}{3}$$

$$X = 6'$$

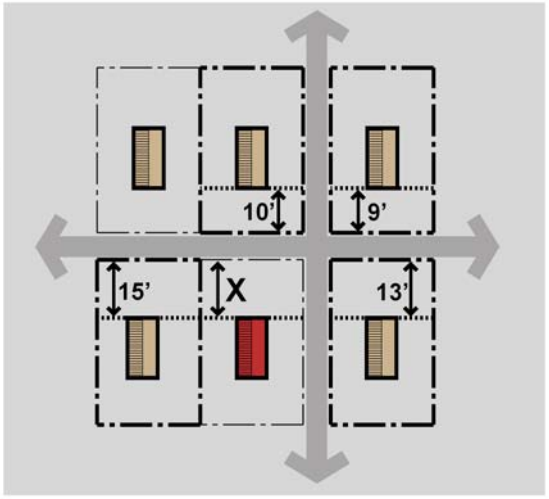


EXAMPLE 4

$$X = \frac{(15'+10'+13+9')}{4}$$

$$X = \frac{(47')}{4}$$

$$X = 11'\ 9''$$



New Building

Existing Building

Dominant Adjacent Street

APPENDIX

APPENDIX A - VILLAGE CENTER ZONED COMMUNITIES

Adamstown	**Libertytown**
Araby	**Linganore**
Braddock Heights	**Mountaindale**
Buckeystown	**Mt. Pleasant**
Creagerstown	**New Midway**
Flint Hill	**Petersville**
Foxville	**Point of Rocks**
Ijamsville	**Rocky Ridge**
Jefferson	**Sabillasville**
Johnsville	**Unionville**
Knoxville	**Urbana**
Lewistown	**Wolfsville**

*Araby, Flint Hill, Linganore, Ijamsville, and Foxville are not shown below

ADAMSTOWN

Adamstown along Mountville road is the historical route from Jefferson to Greenfield Mills on the Monocacy River. The 1832 arrival of the B&O Railroad created the economic and transportation impetus for the development of the community. Adam Kohlenberg, the first railroad agent and postmaster, established a store and warehouse in 1835 near the original Davis warehouse, which has been demolished. In 1856 Daniel Rhoads laid out 12 lots on the south side of the main road. In 1902, Jacob Kline expanded on this linear plan with the side streets of Washington, Adams, Tuscarora, and Cherry Alley, known as Kline's Addition to Adamstown. The area has a wide variety of architectural styles and types, including an excellent example of the Italianate style of the 1850s, the Kohlenberg House and a vernacular stone building of about 1860-1870, the Bready House. The early 20th century eclectic styles are found in two Thomas family houses, and a Sears, Roebuck and Company catalog house of the Four Square type. Two churches, Trinity Chapel of 1894 and St. Paul's P.E. Church of 1882 have fine stone, brick and wood exterior finishes. Commercial architecture of the early 20th century is represented in a Neo-Classical former bank of 1926, and two stores of 1924 and about 1915.

BRADDOCK HEIGHTS

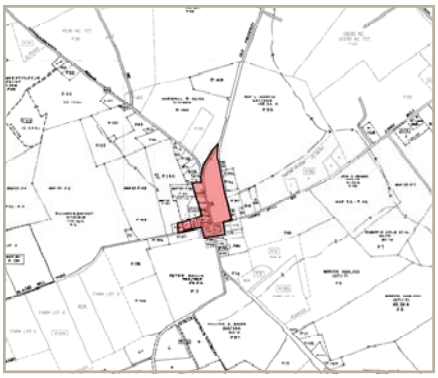
Braddock Heights is an excellent example, unique in Frederick County, of an early 20th century summer resort village associated with the Frederick and Middletown Railway, later known as the Hagerstown and Frederick railway. The resort contained a popular amusement park, traces of which still exist. The remaining private homes, most of which were built as hotels, inns, and boarding houses, provide a variety of picturesque renditions of the popular architectural styles in the period ca. 1895-1940, such as the Shingle Style, Colonial Revival, Queen Anne, and the bungalow. Braddock Heights exemplifies the types and importance of recreation and leisure in the early 20th century in rural Maryland immediately prior to the automobile age.

BUCKEYSTOWN

Buckeystown primarily embodies the distinctive characteristics of a late-19th century community highlighted by many of the County's finest example of Carpenter Gothic Revival and Colonial Revival styles with a few earlier stone and brick residences representing the early development of the town. A tannery, mills, and the close proximity to the agricultural production of Carrollton Manor led to a strong economic life. The Baker family became a well-known local force industrially and socially, with a brickyard, canning facility, the Methodist Church, and at least two of the commercial structures remaining at the principal crossroads. The Bakers introduced high style architectural work through their close relationship with Jackson Gott, the most prominent architect in Baltimore in the turn of the century period.

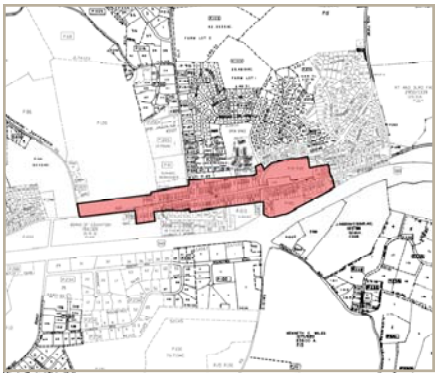
CREAGERSTOWN

Creagerstown represents a 19th century crossroads village in the northern part of the County that developed on one part of the multiple-route Monocacy Road, utilized by Native Americans, German and Swiss settlers, and other European immigrant groups in the 18th and 19th centuries. Architecturally, the town demonstrates building forms spanning over 100 years. Buildings are mostly based on vernacular influences with some high-style and pattern book details evident in later buildings.

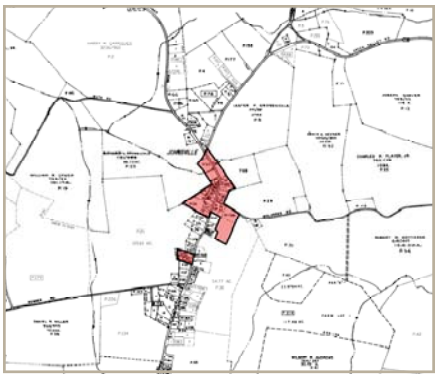


JEFFERSON

Jefferson is an excellent example of the linear turnpike town which developed in Frederick County beginning in the second half of the 18th century and continuing into the early 20th century reflecting alterations for increased vehicular traffic as the automobile became more common. The 1774 plan of rectangular lots on both sides of Jefferson Pike is still strongly evident. Until the present decade, Jefferson retained much of its surrounding open agricultural land. This setting is steadily being changed with new suburban development. In addition to its community development story, the town has architectural significance for the variety of building materials and styles from the late 18th century through the 1940's.



JOHNSVILLE



Johnsville is a good example of a linear, 19th century road-related town. Laid out according to need rather than a town plan, the commercial functions were clustered at or near the road intersections with dwellings and other domestic buildings filled in between these centers. Focused on the heavily traveled turnpike linking southern Pennsylvania with the Liberty Road at Libertytown, commercial uses flourished in Johnsville, aided by the market produce of the surrounding farms.

KNOXVILLE

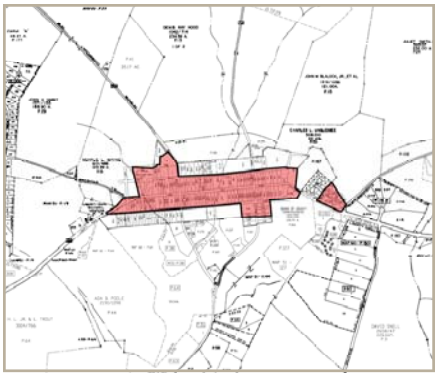
Knoxville exemplifies a small town of the period 1840-1941 that developed near major transportation routes. Knoxville combines some elements of the linear turnpike towns such as Jefferson and the concentration of terminal towns such as Brunswick, where development and commercial activity revolves around a central point. In Knoxville, the central point is the junction of two major roads, but is adjacent to the railroad line and the canal, both of which were the primary incentives to the growth of the town. The architecture of the town covers the date period of the late 1840's to about 1941 including brick frame, and stone vernacular residences, commercial buildings, churches, and schools, and examples of the Queen Anne and Gothic Revival styles in residential and religious architecture. Knoxville served as the shipping point for the large farms in the Burkittsville area, including the Horsey and Ahalt Distilleries.

LEWISTOWN

Lewistown is a good representation of community planning of the first quarter of the 19th century with its grid of lots and streets superimposed on Fishing Creek and the then-Frederick to Emmitsburg turnpike. By 1873, the town was still small, with a scattering of houses and shops, two or three stores, a hotel, a school, churches, and two mills. Development clustered in two distinct areas, one north of the mills along the turnpike and the other south of the present Powell Road near the original sites of a church and a school. Lewistown remained virtually unchanged from 1873 to about 1910 when the long-planned rail link of the Washington, Frederick, & Gettysburg Railroad was built. Within three years, the steam railroad merged into the booming electric trolley network which became the Hagerstown & Frederick Railway. As with other small towns on the trolley line, Lewistown showed an immediate surge in growth. Increased dwelling construction and especially a change in the architectural styles and construction methods were among the results. Later, the automobile age brought further growth along the turnpike route, largely replaced by the construction of the current US 15 which bypassed the former turnpike route.

LIBERTYTOWN

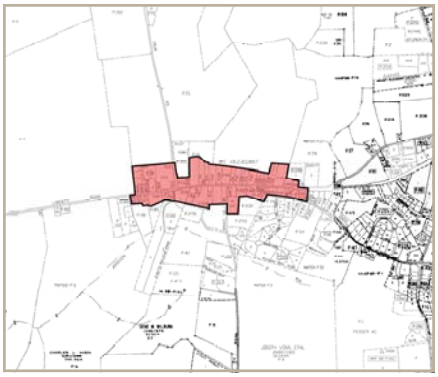
Libertytown is an excellent illustration of a 19th century turnpike town, with its town plan and many of its most important structures in a well-preserved condition. The junction of the late 18th century market road between Frederick and Baltimore with the routes linking the northern part of the County and the east-west trade routes spurred the growth of the town laid out in 1782. Economic diversity is demonstrated in the former Simpson's Store of the early 19th century, a 1913 bank, and smaller structures of the period 1825-1935. Unlike nearby towns where growth was stimulated in the 1870's by the Frederick-Pennsylvania Railroad, Libertytown always depended on the turnpike for its economic health. The road sustained the town until the mid-20th century when a period of decline began. Current development trends and accompanying infrastructure needs hold a promise of renewed growth, but the historic center of the village may be threatened by loss of architectural integrity and road widening that encroaches on the setting.



MOUNTAINDALE

Mountaindale represents the transition from a 19th century crossroads settlement to the early 20th century in the architecture of the store and the bungalow. The crossroads settlement pattern is loosely visible here, with the major elements of church, store, and residence all present, in spite of modern surrounding development filling in the formerly scattered layout of Mountaindale in the late 19th century.

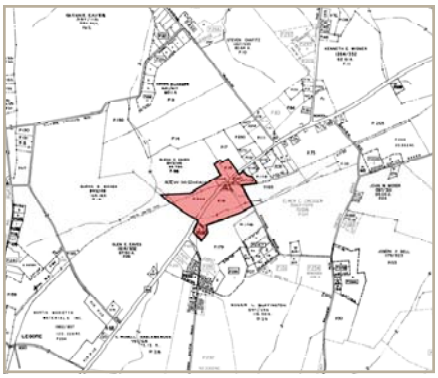
MT. PLEASANT



Mt. Pleasant is a well-preserved small town of the second half of the 19th century which developed as a result of the Liberty turnpike and intersections with local roads from other County towns. The original layout of the roads remains intact, with the former turnpike, now MD 26, still the most important feature of the town. Architecturally, the town has a good variety of vernacular dwellings dating from the 1850's to the 1930's and two commercial buildings of the 1850's and 1880's. The distinctively linear pattern of development is the result of the widely spaced intersections and the dominance of the turnpike in the economic life of the village.

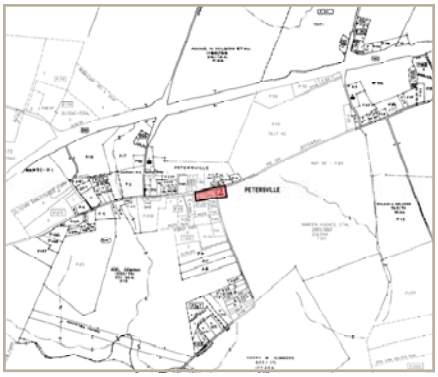
NEW MIDWAY

New Midway is a well-preserved illustration of a late 19th century small town that developed as a result of the Frederick and Pennsylvania Railroad line construction in 1872. The line crossed the Woodsboro Turnpike, an early 19th century road that shaped the development of the town, concentrating buildings along its route. This location spurred prosperity, and, although the railroad is not as important to the town as in the last century, the community retains the appearance of a railroad depot town, with modern additions and siding visible but not obscuring its integrity.



PETERSVILLE

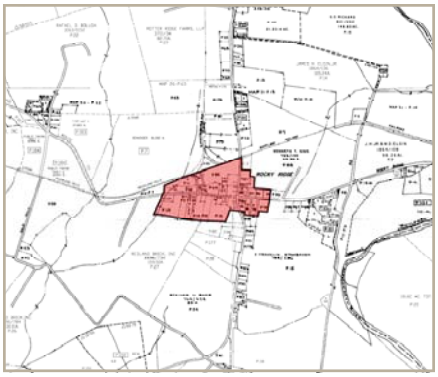
Petersville represents a linear turnpike town such as Jefferson, Woodsboro, Libertytown, Unionville, and Buckeystown. Most have a preponderance of residential structures, with examples of economic types in stores, shops, hotels, and some small industries. Churches and schools are almost always present, even if converted to residential or other uses. In this respect, Petersville has at least one example of a store, three church buildings, and a schoolhouse. Petersville has had few intrusions since the 1940's, so it retains much of its widely spaced character.



POINT OF ROCKS

Point of Rocks in its original setting tells a story of transportation and village life along major routes of trade in southern Frederick County. However due to flooding events, change in economic focus from the railroad and the canal to other areas of the County, and in FEMA acquisitions and demolitions, the historic village area has experienced recent significant change. Certain individual structures remain above the flood threat and local feeling is strong to preserve the memory of Point of Rocks in its heyday through plaques, interpretive panels and signs, and cultural activities and events.

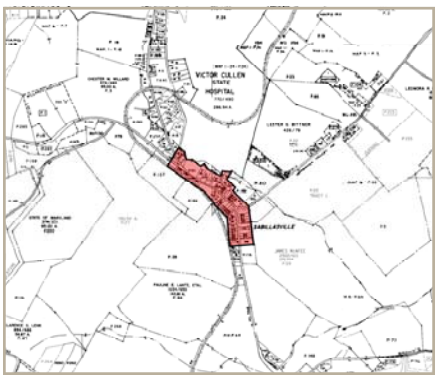
ROCKY RIDGE



Rocky Ridge is significant as a crossroads village dating from the early 19th century to the early 20th century. The development of the town is related to linear road patterns and later the placement of the Western Maryland Railroad line north of the center of the village.

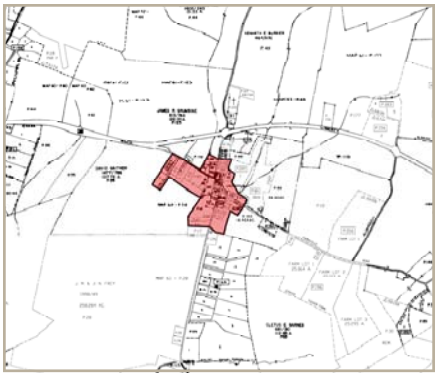
SABILLASVILLE

Sabillasville represents the principal town in northwestern Frederick County in the period from the mid-18th century to the early 20th century. Its origins are linked to German and Swiss settlers who established themselves in the 18th century. Architecture in the district ranges from early log construction to late 19th and early 20th century frame buildings. Historic building types include dwellings, churches, and a school. The late 19th century arrival of the Western Maryland Railroad through the town stimulated a moderate commercial life in the town including a hardware store and a coal and lumber firm.

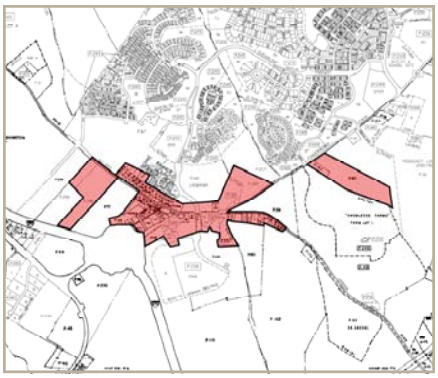


UNIONVILLE

Unionville exemplifies an early 19th century town developed on a major trade route, the Liberty turnpike, which grew in conjunction with the businesses offering services to road traffic. Blacksmiths, taverns, wheelwrights, and harness makers as well as general stores developed in the mid to late 19th century. An early 20th century creamery represents the town's close tie to agriculture as well as the changing transportation methods which caused the eventual decline of the village. In terms of architectural quality, the number of well-preserved vernacular Gothic Revival and Queen Anne-influenced dwellings in Unionville is unusual for its relative size. Known as "Idletown" in the late 18th century because of its rough turnpike life, Unionville became more settled about 1820 and afterwards due to the establishment of a post office and stores providing goods to farmers and householders as well as travelers.

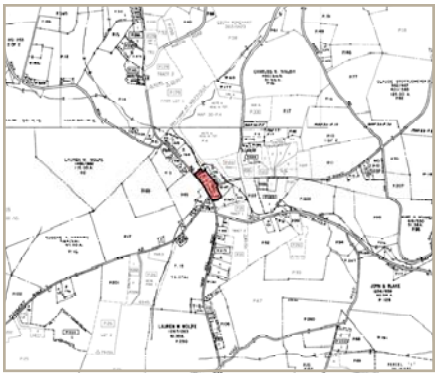


URBANA



Urbana is designated as a Regional community with a Village Center district located along MD 80 (Fingerboard Road) and MD 355. The Urbana community was designated as a growth community in the County's 1972 Comprehensive Plan. Urbana is composed primarily of the Villages of Urbana/Urbana Highlands PUD, and the existing "Old" Urbana area centered along MD 355. Urbana has architectural significance for the vernacular, Gothic Revival, and Greek Revival-influenced Federal style structures within the "Old" Urbana section.

WOLFSVILLE



Wolfsville is an excellent example of a small rural community of the early 19th century with minimal changes in its character from about 1819 to 1940. Historical maps of the 19th century show that the village has remained a loose assembly of about 30 major buildings, mostly residences or combination stores and residences, with the most growth happening roughly during the period from about 1840 to 1900. The commercial opportunities generated by the meeting of several rural roads and the connection to Smithsburg in Washington County, the nearest large town, brought the village into being. Commercial activities in the period of significance include stores, blacksmiths, shoemakers, milliners, and others. The Hagerstown & Frederick Electric Railway construction from 1896 to about 1915 bypassed Wolfsville, an event that helped to preserve the 19th century character of the town.

APPENDIX B - SETBACK MEASUREMENT WORKSHEETS

MID-BLOCK SITE

FRONT SETBACK

X = (A1+B1+C1)/3

X = (____' + ____' + ____') / 3

X = _____'

SIDE SETBACK

Y = (A2+B2)/2

Y = (____' + ____') / 2

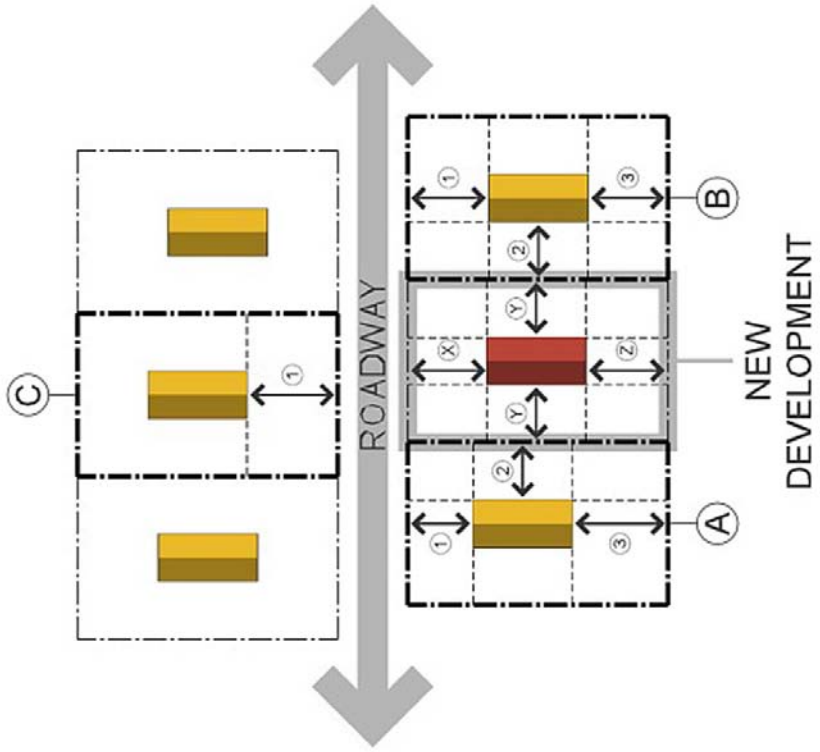
Y = _____'

REAR SETBACK

Z = (A3+B3)/2

Z = (____' + ____') / 2

Z = _____'



CORNER SITE

FRONT SETBACK

X = (A1+B1+C1+D1)/4

X = (____' + ____' + ____' + ____') / 4

X = _____'

SIDE SETBACK

Y = (A2+B2+C2+D2)/4

Y = (____' + ____' + ____' + ____') / 4

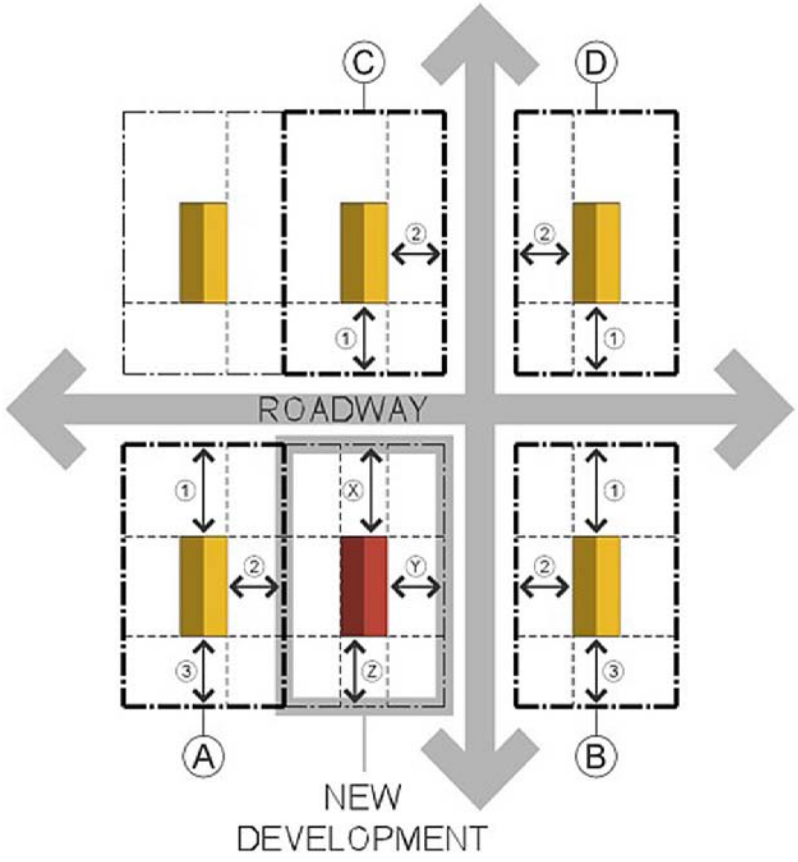
Y = _____'

REAR SETBACK

Z = (A3+B3)/2

Z = (____' + ____') / 2

Z = _____'



APPENDIX C - HEIGHT MEASUREMENT WORKSHEET

DETERMINING HEIGHT OF BUILDING

The height is measured from the average finished grade ground level along the side of the building nearest the street to either the highest point of a flat roof or to the point one-half the distance between the eaves and the highest point of a pitched roof. (Frederick County Zoning Ordinance Definitions 1-19-04)